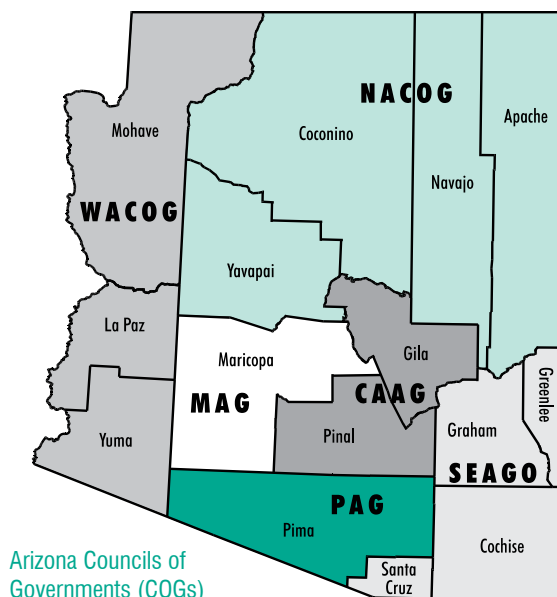




## Historic Meeting Focuses on Growth, Transportation

Addressing rapid growth and accelerating plans for freeway connections between urban centers were among the key issues discussed in a historic meeting of elected officials from around the state.

On March 23-24, 2006, mayors and county supervisors representing regional planning agencies from across Arizona gathered in Casa Grande to discuss how best to plan for the rapid growth being experienced throughout the state. The elected officials included



Arizona Councils of Governments (COGs)

representatives from all six Councils of Governments (COGs) in Arizona, which are responsible for regional planning.

“With Arizona’s population expected to double in 25 years, adequate transportation will be crucial to our continued economic growth,” said Mesa Mayor Keno Hawker, chair of the Maricopa Association of Governments. “Regional leaders recognize that we must work together now to seek the funding solutions necessary to ensure the

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Mayor Keno  
Hawker, Mesa

## From the Chair


It has been my pleasure to serve as the chair of the Maricopa Association of Governments (MAG) for the past two years. During this busy and historic time, MAG has taken a leadership role in delivering the Regional Transportation Plan that was promised to voters in Proposition 400.

Among the greatest commitments that we made to voters in developing the Plan was to include safeguards to keep it accountable. The state law that is embedded in Proposition 400 requires that three transportation agencies, MAG, Valley Metro and the Arizona Department of Transportation, develop 20-year Life Cycle Programs. These programs have been developed and are essential to ensuring that the transportation projects envisioned in the Plan are on budget and on time.

The Plan is subject to the economic cycles that impact our entire region. In the past several months, we have seen dramatic increases in the bids for several

freeway projects due to rising construction costs caused by a shortage of cement and other commodities. These cost increases have also affected other construction interests such as home building and commercial construction. With home building slowing down to some extent, it appears some shortages are waning, which would be good news for the implementation of the Plan. This is another example of how life cycle programs are essential to our success, keeping costs and revenues in balance.

Although the Plan will improve mobility throughout the region, challenges remain, especially when it comes to the gateway routes for our region. Improvements to I-10, I-17 and routes not yet funded in Pinal County are necessary for our continued personal mobility and the movement of freight to and from our region. As noted in our cover story, MAG met in March with other Councils of Governments to discuss the dilemma of rapid population growth in Arizona and the challenges of an underfunded statewide transportation system. The Councils of Governments pledged to work on this issue to develop options on how our statewide transportation system can be improved.

Again, it has been my pleasure to serve as the chair of MAG. As a federation of cities, towns, Native American Indian communities and Maricopa County, we have come a long way in addressing the needs of this region. I have learned that maximum participation by all agencies is critical to our success. 

## MAGAZine

MAGAZine is a quarterly newsletter of the Maricopa Association of Governments. It focuses on the issues and concerns of the cities, towns and tribal communities of Maricopa County. If you know of a friend or colleague who would like to receive MAGAZine, please call the MAG office, (602) 254-6300.

**Keno Hawker**  
Mayor of Mesa  
*Regional Council Chair*

**Dennis Smith**  
*Executive Director*

**Carlos Jurado**, Contributor

**Kelly Taft**, Editor

**Gordon Tyus**, Graphic Design



## REGIONAL council members

- ◆ **Mayor Keno Hawker** Mesa, Chair
- ◆ **Mayor J. Woodfin Thomas** Litchfield Park, Vice Chair
- ◆ **Mayor Mary Manross** Scottsdale, Treasurer
- ◆ **Mayor James M. Cavanaugh** Goodyear, At-Large Member
- ◆ **Mayor Phil Gordon** Phoenix, At-Large Member
- ◆ **Mayor Joan Shafer** Surprise, At-Large Member
- ◆ **Mayor Wendy Feldman-Kerr** Queen Creek, Past Chair
- Mayor Douglas Coleman** Apache Junction
- Mayor Marie Lopez-Rogers** Avondale
- Mayor Dusty Hull** Buckeye
- Mayor Edward C. Morgan** Carefree
- Vice Mayor Dick Esser** Cave Creek
- Mayor Boyd Dunn** Chandler
- Mayor Fred Waterman** El Mirage
- President Raphael Bear** Fort McDowell Yavapai Nation
- Mayor Wally Nichols** Fountain Hills
- Mayor Daniel Birchfield** Gila Bend
- Governor William Rhodes** Gila River Indian Community
- Mayor Steve Berman** Gilbert
- Mayor Elaine M. Scruggs** Glendale
- Mayor Bernadette Jimenez** Guadalupe
- Supervisor Max Wilson** Maricopa County
- Mayor Ronald Clarke** Paradise Valley
- Mayor John Keegan** Peoria
- President Joni Ramos** Salt River Pima-Maricopa Indian Community
- Mayor Hugh Hallman** Tempe
- Mayor Adolfo Gamez** Tolleson
- Mayor Ron Badowski** Wickenburg
- Mayor Bryan Hackbarth** Youngtown
- Joe Lane and Felipe Zubia** Arizona Department of Transportation
- F. Rockne Arnett** CTCOC
- ◆ Executive Committee Members

[www.mag.maricopa.gov/members.cms](http://www.mag.maricopa.gov/members.cms)

## Voices From the Council



*This training facility is a symbol of unity among West Valley cities—one that will inspire those just beginning their public safety careers as well as those who have been serving our communities for decades. The training center will ensure the safety of our citizens living in the region for decades to come.*

—Glendale Mayor Elaine Scruggs, speaking about the partnership between the cities of Glendale, Peoria, Avondale and Surprise and the Maricopa County Community College District at the recent groundbreaking for the Glendale Regional Public Safety Training Center.

*Working on MAG with representatives from all of Maricopa County means bringing us together to work for the betterment of all.*

—Surprise Mayor Joan Shafer, on being a member of the MAG Regional Council.



*Chandler has long been known as a place of technology on the cutting edge—with a coalition of high-tech manufacturers anchored by Intel set firmly as its cornerstone. We continue that tradition with the recent approval of an agreement that will bring wireless Internet capabilities to the **entire** city, joining our neighbor Tempe as the only cities in the state to offer citywide service, and making the system the largest contiguous network in the United States at more than 100 square miles.*

—Chandler Mayor Boyd W. Dunn, on the city's groundbreaking wireless capabilities.



*In order for Scottsdale to create the most effective and efficient transportation plan that responds to our community's needs, we will continue to need broad citizen representation. With this insight from our citizens, we will be able to design a comprehensive, community-based Transportation Master Plan that incorporates a wide range of feedback and experiences.*

—Scottsdale Mayor Mary Manross, commenting on the need for the public to be involved in the discussion of transportation issues and the development of a transportation plan in their city.



## Stay Cool—Stay Alive

In 2005, the single weather incident that caused the most deaths in the United States was Hurricane Katrina. The second most deadly natural disaster in America last year was the heat event in Phoenix on July 21-22, with more than 50 deaths directly attributed to the heat. (This number only includes people for whom there was an address and does not include people found in the desert or homeless people.)

To stay safe from the heat this summer, here are a few simple steps:

- Drink lots of water.
- Wear a hat when outdoors.
- Stay in the shade as much as possible.
- Stay inside during the hottest times of the day.
- Keep an eye out for elderly neighbors or relatives who, due to fixed

**incomes, avoid using their air conditioning. These are people at highest risk, because health conditions can be aggravated by heat.**

Emergency management experts note that there are more than 600,000 people who work outside in Maricopa County, including landscapers, construction workers and government employees. The Maricopa County Department of Emergency Management is working with the National Weather Service, the Arizona Department of Health Services and the cities in the metro area to educate residents about the dangers of our summer heat and to coordinate assistance to those who need it.

For more information on Maricopa County's heat plan, please contact Roger Ball at the Department of Emergency Management at [rogerball@mail.maricopa.gov](mailto:rogerball@mail.maricopa.gov).



## Regional Profile:

# Polka Player Marches to Mayoral Beat



Mayor  
Ron Badowski,  
Wickenburg



Look up the word “volunteer,” and you might just find Wickenburg Mayor Ron Badowski listed as the number one example. He has been a board president of both the Maricopa County Unified School District #9 and the Wickenburg Community Hospital, and has served on the boards of each for 10 years. He has also served on the boards of the Wickenburg Chamber of Commerce, the Maricopa County Historical Society, the Wickenburg Airport Commission and the Community Bank of Arizona.

“I’ve always volunteered, because in a small town I think that’s needed,” says Badowski, who was elected mayor after serving six years on the town council. He notes that he was led into public office by a similar desire to give back to the community.

“I came here in 1977 and I bought a small accounting practice. The town has always supported our business and has

been very good to our family. I think you try to give some of your expertise and a lot of your time back to the community for the support that they’ve given,” he says.

Located in northwestern Maricopa County, Wickenburg is a small community with a population of about 6,000. Badowski says the most serious challenges for the town revolve around density issues.

“That’s the battle right now,” says Badowski, who notes that current lot sizes are typically one acre. “I would like to see more half-acre and third-acre development. You can’t continue to have one acre, one acre, one acre, and keep going out into the desert. You can’t efficiently manage it, and it definitely is not good for the environment. So, that’s kind of the balancing point right now...what density are we going to allow and how far are we going to stretch out?”



Mayor Ron Badowski (far left) poses with Governor Napolitano, Wickenburg Town Council members and their spouses at Robson’s Mining World. The Governor officially designated the former stagecoach stop near Wickenburg as an “Arizona Treasure.”



Mayor Badowski greets Governor Napolitano with accordion music as she arrives in Wickenburg on a recent tour to promote Arizona tourism.

says. “Everyone is fearing that the same scenario will be here up in our area, because we can see it coming up Grand Avenue.”

Badowski says if there is one thing he would change about municipal government, it would be to move away from the current “weak mayor” form of government.

“I would prefer to see a strong mayor/administrator (form of government), because I think then you can set the direction that you think is important, you can control the agenda, you’re really more in charge of the budget. I think it probably would be much more manageable for the mayors to work under that scenario. Every councilman has the same amount of power as any other councilman or mayor. The mayor signs the legal documents for the town and represents the town, but really has no other authority,” he says. “Maybe that comes from running your own business for 30 years, where you make the decisions...but I find that to be difficult to work with right now.”

While grateful not to have the extreme growth challenges as the rest of the Valley, Badowski knows it eventually will be a concern.

“It has been so rapid and so quick down there (in the greater Phoenix area),” he

**Continued on next page**

Still, Mayor Badowski says the town council has worked well together, managing to keep the budget in balance and still have a “goodly” number of capital projects done each year. “It’s very difficult with our taxing base, because most of our tax base shops in Phoenix,” he says. “We struggle with the budget pretty hard every year, so the challenge is to keep things running, keep everybody happy, and still get some projects done. And the council really has pulled together. Everybody’s going to have one point where you’re going to disagree and vote differently, but we’ve all been able to go home and be friends and still know that we’re working toward the betterment of the town.”


In his spare time, Badowski enjoys traveling and playing golf with his wife Jackie, and spending time with their three children and nine grandchildren. He also keeps up with his favorite hobby as an accordion player.

“I used to play in a polka band in Chicago when I was in college and when we were first married, and it helped pay a lot of bills,” he says. “And I still play once or twice a year up here for the vaudeville show during our Gold Rush Days.”

When the conversation shifts from music to his service on the MAG Regional Council, Badowski has a sudden inspiration. “There’s a lot of talent down there, I bet you a lot of them are musicians from way back when. It would be great to put together a Mayor’s Band, do a little jam session,” he says.

Badowski says he enjoys being part of a small town, and every Saturday he visits a local coffee house built in the 1940s.

“I’ll go down and have coffee with the old guys and they tell me how I should run the town and what I should do for next week,” he laughs. “Before I walk out, I always make a point to walk around the Gold Nugget restaurant and look at the tables for the people I don’t know. I introduce myself as the mayor and thank them for spending time in Wickenburg and for coming by and visiting. People really like that,” he says.

Before ending the interview, the mayor makes one last pitch for the Valley Mayor’s Band. “See if you can get that going,” he directs in semi-seriousness. “If you do, you’ve got your first volunteer.” 

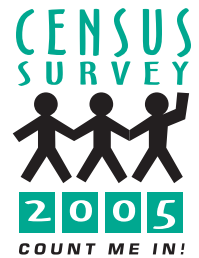
## Census Effort Continues

The 2005 Census Survey is nearly complete, with preliminary numbers distributed in March and final numbers expected to be released by June 30, 2006.

Member agencies who had questions or concerns about the preliminary results of the survey had until mid-April to ask the Census Bureau for a review of the population numbers and to provide additional information that might help in that review.

One area of concern for municipalities had to do with vacancy rates. Preliminary results from the survey found an overall vacancy rate of 12.5 percent, compared to the Census 2000 vacancy rate of 9.2 percent. In order to verify the findings, the Census Bureau has been asked to resurvey vacant housing units. Field work is being conducted in every jurisdiction that participated in the 2005 Census Survey. Cities are also providing additional addresses that were not originally included in the information sent to the Bureau for its address database. Once the data is collected, it will be processed, reviewed, and analyzed.

The mid-decade survey was conducted to provide an updated population number for each city, town, and unincorporated area of the county. About one in 13 households in Maricopa County received the Census Survey. Census numbers are used to distribute more than \$1 billion per year in state-shared revenues.



### MAG Moment



**Junior employees:** Kids learn what MAG parents do during “Take Your Child to Work Day.”

# Walk to End Domestic Violence Symbolizes New Path for Many Victims

She was alone when she walked out of an abusive relationship six years ago. But Sandi Nance was with thousands of others when she walked out of Wesley Bolin Plaza April 22nd to participate in the *Fourth Annual Walk to End Domestic Violence*.

The goal of the walk was to raise \$375,000 to help end domestic violence. Sandi, who raised more than \$1,000 for the walk, said a more important goal for her was to raise awareness among victims that help is available.

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**“My history does not determine my destiny.”**

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“It’s very, very lonely to be a victim of domestic violence, because this is a person that you love, and that claims to love you, who beats you up on a regular basis and makes you feel really bad about yourself,” said Nance. “And it feels like nobody else could possibly understand. So one of the things that I think is important is that the victims who are stuck in their house and not able to go out just get some awareness that, ‘hey, maybe I’m really not the only one, and there are places that I can go for help.’”



Sandi is a domestic violence survivor who raises awareness for the support group “Swan-Rider” by riding her Harley-Davidson motorcycle to visit shelters around the state.

Sandi is a domestic violence survivor who uses her story to help inspire other victims through a workshop called “Swan,” which stands for “Somebody Worth Accepting Now.” While during the April walk Sandi sought to create awareness through her two feet, her normal mode of travel is on two wheels—riding her Harley-Davidson motorcycle to visit shelters around the state. Based on the success of her workshop, Sandi recently founded a domestic violence support group called “SwanRider.”

“The whole idea was to get a Harley and ride the bike to the shelters as a real visual,” said Sandi. “This is my dream, I’m living my dream, you can live your dreams too.”

Sandi’s introduction to family violence started at the age of five, when her father remarried and her older stepbrother began abusing her. “I was programmed from a very young age to believe I was ugly and stupid, that I would never amount to anything and I had to be a victim,” said Sandi, who went on to endure two abusive marriages and three abusive relationships. Despite nearly being strangled to death and undergoing three surgeries to her jaw due to repeatedly being punched, she returned to her last abuser 10 times before finally summoning the courage to leave for good.

“It’s because you have no self-worth. You so desperately want this person to love you. It doesn’t start out with them punching you in the face. They get you to love them first. And then, as the abuse gets worse, you have love invested in this relationship, and you don’t want to just give up on it. So you try to make it work,” she explained.

Sandi said many of the women she meets feel the same sense of worthlessness she once felt. That’s when she uses the example of the \$100 bill.

“A \$100 bill is worth \$100 no matter what you do to it. If you crumple it up in a ball, if you step on it and get germs all over it, it’s still worth \$100. Same thing for people. It doesn’t matter what you

**Continued on next page**





history is, it doesn't matter the choices that you've made in the past, if you can start making good choices now. I have a lot of quotes that I use, and one of them is, 'My history does not determine my destiny.'"

Sandi is grateful something good has come out of her experience.

"It's like a dream come true to be able to use my really ugly history in a positive way to help others to maybe not have the same kind of history. Because the tools that I share are very usable, practical, real things that you can use to help you make different choices in your life—life-giving choices instead of the victim choices."

The MAG Regional Domestic Violence Council helped implement the *Walk to End Domestic Violence*, which began four years ago to help raise money for shelter services and other domestic violence programs. Every \$55 raised means one more night of safety in a shelter. Approximately 17 MAG employees and their families also participated in the walk, raising about \$400. 



## Desert Peaks Awards Honor Regionalism

On June 28, 2006, individuals and partnerships that have demonstrated outstanding regional cooperation will be honored through the seventh Desert Peaks Awards.

The awards are designed to honor projects, agencies and individuals that have demonstrated a commitment to regionalism in five categories: Public Partnership, Public-Private Partnership, Professional Service, Regional Partnership and Regional Excellence.

A total of 29 nominations were received. The event will be held at the Arizona Club, which is located in the Chase Tower, 201 N. Central, Suite 3700, Phoenix. The program will directly follow the Maricopa Association of Governments Annual Meeting. A reception will be held beginning at 5:30 p.m., with the awards program scheduled to begin at 6:15 p.m. There is no cost to attend.

The judging panel for the awards will include:

- **Cloves Campbell, Jr.**, Publisher and Vice President of Advertising for the *Arizona Informant*.
- **Cathy Connolly**, former Director of the League of Arizona Cities and Towns.
- **Jake Long**, General Partner, John F. Long Properties.
- **Karen Wittmer**, CEO and Publisher of the *East Valley Tribune*.

Costs for the awards event are being offset through sponsorships. Sponsors to date include: Associated General Contractors; Carter Burgess; Cox Communications; Kimley Horn and Associates; Mariscal, Weeks, McIntyre and Friedlander, P. A.; and Pinnacle West Capital Corporation.



For more information about the Desert Peaks Awards, please visit the following link: <http://www.mag.maricopa.gov/project.cms?item=385>



# I-10 Widening Approved

The MAG Regional Council has approved a proposal to accelerate the widening of a congested portion of Interstate 10, (I-10) advancing one portion of the project by three years and another portion by six years.

During the meeting, the mayors of Goodyear, Avondale, Litchfield Park and Buckeye signed a resolution supporting the acceleration. The cities have long been concerned about issues of safety and congestion along

for the advancement of this project. We had 28 fatalities in 2004 along the stretch of I-10 from Loop 101 to Perryville Road. We felt we couldn't afford to wait, and we are grateful to the Regional Council for supporting the acceleration project," he said.

**"The joint resolution was intended to demonstrate our unified support for the advancement of this project."**

*-Goodyear Mayor James Cavanaugh*

The proposal would accelerate the widening of I-10 from Loop 101 to the vicinity of Sarival Road in the West Valley, just east of the future interchange at Loop 303. The approval came less than three weeks after a historic meeting in which four Southwest Valley cities met in a joint city/town council session.

I-10, which also serves as a major freight corridor between the East and West coasts.

"We understood that we needed to comply with MAG's acceleration policy," said Goodyear Mayor James Cavanaugh. "The joint resolution was intended to demonstrate our unified support

Since 2000, the population of the four cities has doubled. These jurisdictions are projected to have a combined population of almost 900,000 people by 2030—a 1,200 percent increase over the 2000 count.

The \$130 million proposal would advance the construction of the Loop 101 to Dysart section from 2014 to 2008, and the Dysart to Sarival section from 2011 to 2008. The cost of the acceleration would be financed primarily through Grant Anticipation Notes (GANs).

"GANs are a financing technique that leverage federal highway funds," said MAG Vice Chair Woody Thomas, mayor of Litchfield Park. "GANs have been used for the advancement of a variety of projects in the past, and we believe this is the best solution for financing the acceleration," he said.

The notes will be paid back at the time the project was originally scheduled in the Plan. Participating jurisdictions (Goodyear, Avondale and Litchfield Park) will be responsible for about \$10 million in interest expense.

At the Regional Council meeting, Surprise Mayor Joan Shafer



Avondale Mayor Marie Lopez-Rogers, Buckeye Mayor Dusty Hull, Goodyear Mayor James Cavanaugh, and Litchfield Park Mayor Woody Thomas sign a joint resolution to fund acceleration of the widening of I-10 during a historic joint city/town council session on April 4, 2006.

**Continued on next page**



moved to approve the acceleration, saying “I would like (to move) that we pass this, and that this narrow road be finally widened,” she said.

While original discussions included widening the freeway all the way to Buckeye, the segment from Loop 303 to State Route 85 was not included in this portion of the acceleration, due to cost considerations and the fact that there will be time to consider that segment later in the process. Although noting that he would have liked to “have seen us come out a little better,” Buckeye Vice Mayor Chris Urwiller voted in favor of the acceleration, saying the project is necessary and expressing hope that future acceleration is in store for the Buckeye section.

“We need to learn from what Goodyear has done, and step up to the plate. We have a big ball to carry from here on out, but we need to accelerate that gateway and to see that we’re not the next bottleneck,” said Urwiller.

Avondale Mayor Marie Lopez-Rogers said the approval will mean the freeway can better serve the approximately 450,000 housing units planned for the Southwest Valley.

“In Avondale alone we’ve seen a 76 percent increase in growth just since 2000,” said Lopez-Rogers. “We have several wonderful projects planned for the near future: five key master-planned communities covering more than 2,200 acres, hotels, shops and restaurants. Avondale also is the proud home of PIR (Phoenix International Raceway). As a result of all the growth and tourism

## “I don’t know of a better way to make Avondale the best it can be than to partner with other Southwest Valley cities...”


-Avondale Mayor Marie Lopez-Rogers

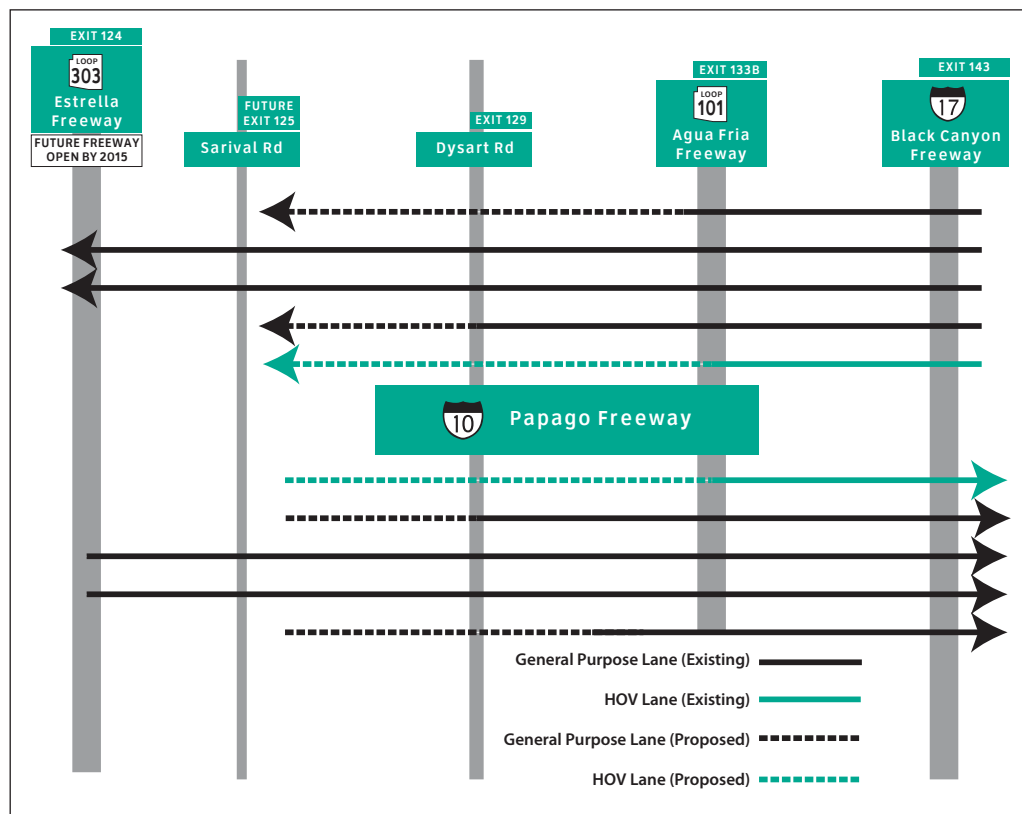
coming our way, the city needs the infrastructure in place to accommodate it. I don’t know of a better way to make Avondale the best it can be than to partner with other Southwest Valley cities, and address our challenges through regional cooperation.” she said.

County Supervisor Mary Rose Wilcox, serving as a proxy for Supervisor Max Wilson, said she was grateful to be present at the meeting.

“I am very, very honored to be at this meeting representing the

county and to be able to cast an aye vote,” said Wilcox. “This is a long time coming, and I want to really thank the cities who participated,” she said.

Under MAG’s Highway Acceleration Policy, a sponsoring jurisdiction can advance a project in the highway program by identifying a financing source and committing to pay for a portion of the interest costs until the financing is paid off. Under the policy, no other project in the program can be affected by the advancement. 



Planned widenings of I-10 have been accelerated from 2014 and 2011 to 2008. Two additional general purpose lanes and one HOV lane are planned for both eastbound and westbound traffic from Loop 101 to Sarival Road.

# Historic Meeting (continued from page 1)

continued movement of people and freight. We must have the statewide transportation infrastructure in place if Arizona is to compete on a national and global level,” he said.

Even with Pima County facing its own transportation sales tax election May 16, Tucson Mayor Robert Walkup, chair of the Pima Association of Governments, agreed it is time for regional planning agencies to work together on statewide solutions.

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**“We must have the statewide transportation infrastructure in place if Arizona is to compete on a national and global level.”**

**-Mayor Keno Hawker**

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“Understandably, all of us are intensely focused on the transportation needs of our individual regions,” said Walkup. “But we are beginning to realize that we won’t solve our regional challenges without a coordinated, statewide approach that looks at how we are growing and that examines additional funding options,” he said.

Flagstaff Mayor Joe Donaldson, who serves on the executive committee for the Northern Arizona Council of Governments, said the more Arizona grows, the

more interdependent its transportation systems become.

“We need to improve our gateway routes, not only to accommodate interstate travel but also to foster easier interregional travel,” said Donaldson. “People in Phoenix want to travel to Flagstaff and Tucson just as people in Flagstaff and Tucson want to travel to Phoenix. Without statewide funding, we are going to see these routes become more and more congested, and that will result in a loss of economic vitality for all of us,” he said.


Casa Grande Mayor Charles Walton, Sr., a member of the Central Arizona Association of Governments, (CAAG) believes the dialogue was an important beginning. “It was the first step. I was excited that we started (discussions) but it’s not going to accomplish anything unless we have many more of those.”

Mayor Walton said that without viable funding solutions, cities are left scraping to meet their transportation needs. “We’re going to die on the vine in Casa Grande if they don’t fix I-10 between Tucson and Phoenix,” said Mayor Walton. “And we have to have an expressway built on Montgomery Road that joins I-10 and I-8, and there’s absolutely no money in place to get that done. We spend all of our money inside the city limits, and our

hands are tied the way things are going now. So maybe this is the last alternative—get the COGs together to get somebody’s attention and to work together.”

A number of potential funding options were discussed, including public/private partnerships, indexing of the gas tax, impact fees, a statewide sales or property tax, and toll roads.

Another key issue of concern was leapfrog development. Superior Mayor Michael Hing, vice chair of CAAG, said he would like to see developers in unincorporated areas of the counties pay more in impact fees. “They have to pay their fair share for these roads that are putting pressure on the current corridors,” said Hing. “We constantly allow these subdivisions to evolve in unincorporated areas, which are not in any controlled city areas, and, ‘boom!’ They allow 10,000 homes to go in next to a state route, but there is no money to expand that state route, and it just puts more people on that road.”

The regional leaders agreed continued dialogue is critical, and they plan to continue the discussion at the League of Arizona Cities and Towns Annual Conference in August. 

For more information about Arizona Councils of Governments, please visit: <http://www.mag.maricopa.gov/archive/AZ-COGs/index.html>



# Nevada's Clark County a Model for Dust Control

Clark County, Nevada, home to Las Vegas, shares a topography and climate similar to that of Maricopa County. It also shares a major dust pollution challenge. But Clark County is seen as a success story for its effective dust control and enforcement efforts.

In March, the Air Quality and Environmental Management Department of Clark County welcomed a contingent of public and private representatives from Maricopa County, who traveled to Nevada to learn more about the county's dust control program. Particulate matter 10 microns in diameter or less (PM-10), remains the most difficult type of pollution to control in Maricopa County.

"We were very interested in learning more about Clark County's efforts, because many of the dust pollution problems they face are similar to ours," said Goodyear City Manager Stephen Cleveland, who chairs MAG's Air Quality Technical Advisory Committee. "Like Maricopa County, Clark County is designated as a Serious PM-10 Area, but officials there expect to attain the standard this year. We specifically wanted to know more about the county's compliance and enforcement efforts, training programs and community outreach," he said.

Representatives from the Maricopa Association of Governments (MAG), Maricopa County, the Arizona Department of Environmental Quality, the cities of Goodyear and Phoenix, Associated General Contractors and the Arizona Rock Products Association attended the day-long seminar.

The educational session included a field tour that encompassed road and homebuilding construction sites, sand-and-gravel operations, and other dust control sites where PM-10 is successfully being addressed.

Cleveland said the Maricopa team was impressed with many of the innovative approaches being taken by Clark County.


"Dust managers are required at all construction sites of 50 acres or more to ensure dust compliance," said Cleveland. "In addition, enforcement teams are geographically assigned and are quickly dispatched to the monitor stations to check nearby sources to prevent violations when high winds are expected, and they proactively look for violations and respond to complaints," he said.

Cleveland noted that a major enforcement challenge in Maricopa County has been the high turnover rate for inspectors, who, after undergoing training from the county, are often snatched away by private sector industries paying much higher salaries. The starting salary for inspectors in Clark County is \$41,000, compared to about \$33,000 as the starting salary for inspectors in Maricopa County.

"The turnover rate in Clark County is relatively low, so one area Maricopa County will be looking at is how to become more competitive in the market when it comes to inspector salaries," said Cleveland.

Some of the other highlights the team noted about Clark County's efforts included:

- ▲ Extensive training programs are required. Dust control classes and a dust control card are required for superintendents, foremen, and other onsite representatives of the developer.
- ▲ If property owners fail to maintain vacant lots, the county stabilizes the lots (through the application of a dust palliative or other measures), and then liens are placed on the property for reimbursement.
- ▲ A dedicated coordinator is assigned for unpaved roads and vacant lots.
- ▲ Private companies are required to use PM-10 certified street sweepers.
- ▲ The county began an extensive, \$750,000 per year public outreach campaign to make the public more aware of the problems of dust pollution.

During a debriefing following the Clark County visit, a number of ideas for addressing PM-10 pollution in Maricopa County were considered. Potential action steps include implementing a public outreach program, strengthening unpaved parking lot requirements, paving unpaved shoulders and roads, stabilizing vacant lots, assigning dust managers to construction sites, implementing off-road vehicle requirements, and providing comprehensive industrywide training programs. 



# EVENT Calendar

# MEETING Times

# SPRING 2006

May	June	July
<b>3<sup>rd</sup></b> 10:00 a.m. Intelligent Transportation Systems Committee <b>3<sup>rd</sup></b> 1:30 p.m. Specifications and Details Committee <b>9<sup>th</sup></b> 1:30 p.m. Street Committee <b>10<sup>th</sup></b> 12:00 p.m. Management Committee <b>11<sup>th</sup></b> 1:00 p.m. Human Services Technical Committee <b>15<sup>th</sup></b> 12:00 p.m. Regional Council Executive Committee <b>16<sup>th</sup></b> 10:00 a.m. Population Technical Advisory Committee <b>16<sup>th</sup></b> 11:00 a.m. Census Survey Oversight Subcommittee <b>16<sup>th</sup></b> 10:00 a.m. Transportation Safety Committee <b>16<sup>th</sup></b> 1:30 p.m. Planners Stakeholders Group <b>16<sup>th</sup></b> 1:30 p.m. Regional Bicycle Task Force/ Pedestrian Working Group Joint Meeting <b>17<sup>th</sup></b> 2:00 p.m. Building Codes Committee <b>17<sup>th</sup></b> 4:00 p.m. Transportation Policy Committee <b>18<sup>th</sup></b> 10:00 a.m. Telecommunications Advisory Group <b>22<sup>nd</sup></b> 2:00 p.m. Continuum of Care Regional Committee on Homelessness <b>23<sup>rd</sup></b> 1:30 p.m. Air Quality Technical Advisory Committee <b>24<sup>th</sup></b> 5:00 p.m. Regional Council <b>25<sup>th</sup></b> 10:00 a.m. Transportation Review Committee	<b>1<sup>st</sup></b> 1:00 p.m. Domestic Violence Council <b>7<sup>th</sup></b> 10:00 a.m. Intelligent Transportation Systems Committee <b>7<sup>th</sup></b> 1:30 p.m. Specifications and Details Committee <b>8<sup>th</sup></b> 1:00 p.m. Human Services Technical Committee <b>12<sup>th</sup></b> 12:00 p.m. Regional Council Executive Committee <b>13<sup>th</sup></b> 1:30 p.m. Street Committee <b>14<sup>th</sup></b> 12:00 p.m. Management Committee <b>20<sup>th</sup></b> 10:00 a.m. Population Technical Advisory Committee <b>20<sup>th</sup></b> 11:00 a.m. Census Survey Oversight Subcommittee <b>20<sup>th</sup></b> 1:30 p.m. Regional Bicycle Task Force/ Pedestrian Working Group Joint Meeting <b>21<sup>st</sup></b> 2:00 p.m. Building Codes Committee <b>21<sup>st</sup></b> 4:00 p.m. Transportation Policy Committee <b>28<sup>th</sup></b> 5:00 p.m. Regional Council Annual Meeting <b>28<sup>th</sup></b> 5:30 p.m. Desert Peaks Awards <b>29<sup>th</sup></b> 10:00 a.m. Transportation Review Committee <b>29<sup>th</sup></b> 1:30 p.m. Air Quality Technical Advisory Committee	<b>5<sup>th</sup></b> 10:00 a.m. Intelligent Transportation Systems Committee <b>5<sup>th</sup></b> 1:30 p.m. Specifications and Details Committee <b>11<sup>th</sup></b> 1:30 p.m. Street Committee <b>12<sup>th</sup></b> 12:00 p.m. Management Committee <b>13<sup>th</sup></b> 1:00 p.m. Human Services Technical Committee <b>17<sup>th</sup></b> 12:00 p.m. Regional Council Executive Committee <b>18<sup>th</sup></b> 10:00 a.m. Population Technical Advisory Committee <b>18<sup>th</sup></b> 11:00 a.m. Census Survey Oversight Subcommittee (tentative) <b>18<sup>th</sup></b> 10:00 a.m. Transportation Safety Committee <b>18<sup>th</sup></b> 1:30 p.m. Planners Stakeholders Group <b>18<sup>th</sup></b> 1:30 p.m. Regional Bicycle Task Force/ Pedestrian Working Group Joint Meeting <b>19<sup>th</sup></b> 2:00 p.m. Building Codes Committee <b>19<sup>th</sup></b> 4:00 p.m. Transportation Policy Committee <b>20<sup>th</sup></b> 10:00 a.m. Telecommunications Advisory Group <b>20<sup>th</sup></b> 1:00 p.m. Human Services Coordinating Committee <b>24<sup>th</sup></b> 2:00 p.m. Continuum of Care Regional Committee on Homelessness <b>26<sup>th</sup></b> 5:00 p.m. Regional Council <b>27<sup>th</sup></b> 10:00 a.m. Transportation Review Committee <b>27<sup>th</sup></b> 1:30 p.m. Air Quality Technical Advisory Committee
<p>Parking is available under the building. Please ask for parking validation at the meeting. Transit tickets will be provided for those using transit. Bike racks are available at the entrance to the parking garage.</p>	<p>All meetings, unless indicated otherwise, will be held in the conference rooms located in the MAG offices on the second floor of the Compass Bank Building, 302 N. 1st Avenue, Phoenix.</p> <p><b>For confirmation call (602) 254-6300, or visit the Web site: <a href="http://www.mag.maricopa.gov/meetings.cms">www.mag.maricopa.gov/meetings.cms</a></b></p> <p>The MAGAZine newsletter is available in electronic format and in Spanish on the MAG Web site: <a href="http://www.mag.maricopa.gov/project.cms?item=433">www.mag.maricopa.gov/project.cms?item=433</a></p>	<p><b>The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months.</b></p>


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